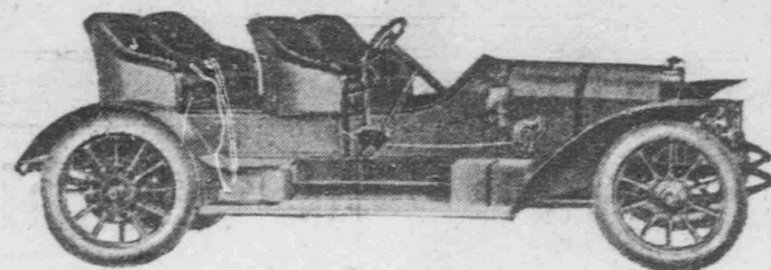


THOMAS 4-40 RUNABOUT.



THOMAS FLYER 4-60.



THOMAS FLYER 4-60.

RULES AND CONDITIONS

I.—OBJECT OF THE CONTEST.

The object of the "Sealed Bonnet Contest" is to afford the opportunity of demonstrating under severe touring conditions, without adjustments, repairs, or replacements of any kind, excepting tires, the continuous running qualities of the modern stock touring car now offered to the public. The breaking of any of the seals required by Rule VI will immediately disqualify the car, and it must retire from the contest.

II.—GENERAL.

It will be assumed that every contestant is acquainted with the rules of the contest, and by entering therein he agrees to abide by said rules. In the event of any dispute concerning the interpretation of the rules the decision of the Contest Committee shall be final. The Contest Committee reserves the right to alter or amend these rules as it may deem expedient for the better management of the contest.

III.—CARS ELIGIBLE TO COMPETE.

The contest shall be confined to regularly catalogued stock cars of foreign or domestic manufacture.

A catalogue fully describing the competing car must accompany each entry.

No more than three cars of any one make may be entered by a manufacturer or his agents in any one class.

IV.—ENTRIES.

The entrance fee shall be \$5.00 for each car. The time for receiving entries shall expire on December 7, 1907.

No entry will be accepted unless all of the information called for by the entry blank is given therein, and it is accompanied by the entrance fee. Entry blanks will be forwarded by The Washington Times upon request.

Each person making an entry agrees that in the event of the car being disqualified or failing to take part in the contest the entry fee shall be forfeited.

V.—CLASSIFICATION.

Competing cars shall be classified according to the catalogue selling price as follows:

Class A—Stock cars complete, without tops, listed at \$3,000 and over.
Class B—Stock cars complete, without tops, listed at \$1,500 and less than \$3,000.
Class C—Stock cars complete, without tops, listed at \$1,500 and under.

VI.—SEALING OF CARS.

All cars entered in the contest will be required to report to the Contest Committee, at Luttrell Garage, 1711-1713 Fourteenth street northwest, on Monday, December 9, at noon (the day preceding the contest), completely equipped for the contest. They will be inspected by the committee, who will assign a number to each car and affix seals to all operating parts (excepting the receptacles for gasoline, water, and lubricants) as follows: The bonnet and all operating parts thereunder, transmission gears, axles, coil boxes, and battery boxes, etc. The cars after being sealed will remain in the custody of the committee in the Luttrell garage, under proper guard, until ready for the start on the following day, Tuesday, December 10, when they will be delivered to the contestants with all seals intact.

Cars having their water or oil receptacles under the bonnet must be provided with a special equipment to enable the filling of such receptacles without raising the bonnet.

Cars having their engine under the body, must be equipped with a special covering for the engine, to be provided by the contestant, so that the engine and all working parts may be properly sealed.

Cars not having mud aprons will be obliged to provide same, so that the motor or other devices under the bonnet cannot be reached from below.

VII.—TOOL BOXES.

No tools except tire tools shall be allowed to be carried in the car, or by any passenger, except those in the tool box, which shall be sealed in the same manner as the bonnet.

VIII.—STARTING OF THE CONTEST.

The competing cars will be delivered to contestants after 7 a. m. on Tuesday, December 10, with seals intact. Each contestant must immediately take on board his passengers and the official observer assigned to his car.

The cars will line up irrespective of numbers and in front of the club house on both sides of the street, and be given their official starting time by the committee's representatives.

They will likewise stop at this control on the return run and receive their official finishing time. ay's run.

The start will be made from the club house at 8 a. m. sharp.

IX.—ROUTE.

From Club House follow Seventh street pike through Silver Spring (8 miles); straight ahead through Leesboro (11 miles), and Norbeck (17 miles), to Olney (29 miles from Washington). Turn sharp left for dirt pike through Laytonville (26 miles) and Damascus; about a mile out of Damascus at a "Y" in the road at an old church, take the left to New Market (36 miles), to Frederick (47 miles from Washington). Double back over the Frederick Pike to New Market (56 miles), to Ridgville (63 miles), to Cooksville (71½ miles), to Elliott City (84 miles from Washington). Turn sharp right at Howard House. Continue the Columbia road through Columbia (86 miles) and Clarksville (93 miles), into Ashton (99 miles). Keep left through at this place, then straight ahead through Burnt Mills (108 miles) and Silver Spring (110 miles) into Seventh street pike to Club House (118 miles).

X.—NO ADJUSTMENTS, REPAIRS OR REPLACEMENTS OF ANY KIND WILL BE ALLOWED DURING THE PERIOD OF THE ENTIRE CONTEST, EXCEPTING TIRES.

Supplies of gasoline, lubricants and water may be carried or taken on without restriction, at the contestant's expense, but same must be noted by the observer.

XI.—OBSERVERS.

Each entrant will be obliged to furnish at his expense, a competent technical observer for each car entered by him, who will be assigned to a car other than that of the entrant. If the observer furnished by the contestant fails to report at any time during the contest, unless the contestant furnishing such observer appoints a substitute, his car may be disqualified.

If at any time during the contest a car withdraws for any cause, the observer furnished by the entrant of such car shall also be withdrawn.

XII.—PASSENGERS.

Each competing car shall carry in addition to the operator, the official observer and such other passengers as they desire.

XIII.—LEGAL REQUIREMENTS.

Each entrant shall comply with the legal requirements of the State of Maryland and District of Columbia.

XIV.—DISQUALIFICATION.

The breaking of any seal or the making of any adjustments, repairs, or replacements of any part, excepting tires, will disqualify a contestant, and he must immediately withdraw from the contest.

XV.—MAPS AND NUMBERS.

Each car will be given a contest number and a map of the route showing distances, and road directions.

XVI.—PROTESTS.

Any contestant desiring to enter a protest must submit the same in writing upon the conclusion of the run, together with a deposit of \$25, which sum shall be retained by the committee if the protest is not sustained.

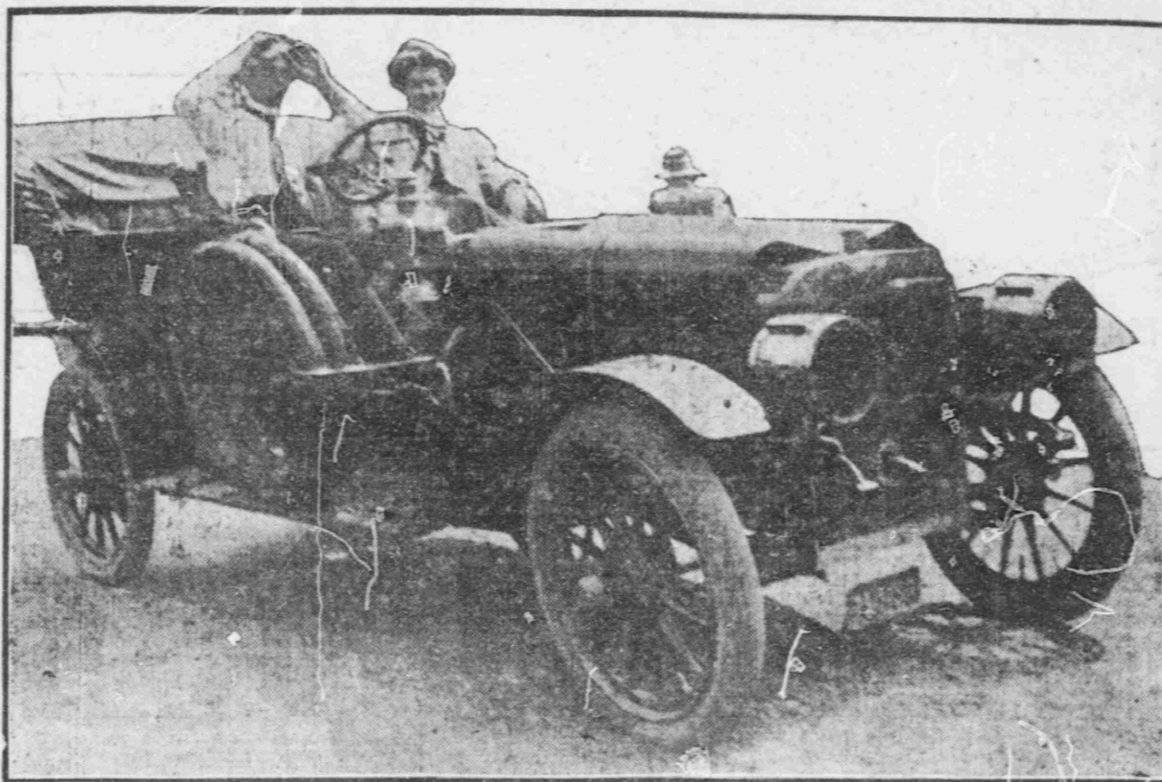
XVII.—AWARDS.

Each contestant successfully completing the contest in accordance with rules herewith outlined shall receive a trophy from The Washington Times.

AGREED:

THE AUTOMOBILE CLUB OF WASHINGTON.
THE ASSOCIATED DEALERS.
THE WASHINGTON TIMES.

Pilot Car in Times Endurance Contest



MR. AND MRS. HARRY ORME IN A SIX-CYLINDER FORD. MR. ORME WILL ACT AS PILOT IN AUTO EVENT

Entries Received Up to Noon Saturday

| Official No. | Type of Car—Touring or Runabout. | Make of car. | Catalog Selling price. | Catalog Model. | Driver Representing Contestant. | Entered By. |
|--------------|----------------------------------|-------------------|------------------------|----------------|---------------------------------|------------------------|
| Pilot B... | Touring... | Ford "Six"..... | \$2,800 | K-6-40..... | H. A. Orme..... | Harry A. Orme. |
| 1....A... | Touring..... | Packard..... | \$4,500 | 24..... | Isadore Freund..... | Isadore Freund. |
| 2....A... | Touring..... | Carter Two-engine | \$3,500 | B..... | Wm. D. Orrison..... | Carter Motor Car Co. |
| 3....B... | Touring..... | Franklin..... | \$2,800 | D..... | Elmer Hart..... | John H. Clapp. |
| 4....B... | Runabout..... | Oldsmobile..... | \$2,750 | H..... | John A. Lutz..... | John A. Lutz. |
| 5....C... | Runabout..... | Ford..... | \$700 | S..... | Chas. E. Miller..... | Chas. E. Miller & Bro. |
| 6....C... | Runabout..... | Ford..... | \$600 | N..... | Gardner Orme..... | Gardner Orme. |
| 7....A... | Roadster..... | Thomas Flyer..... | \$4,000 | 35..... | A. Stanley Zell..... | A. Stanley Zell. |
| 8....B... | Roadster..... | Thomas 40..... | \$2,750 | 40..... | Howard W. Gill..... | Howard W. Gill. |
| 9....A... | Touring..... | Thomas Flyer..... | \$4,000 | 36..... | Wallace C. Hood..... | Motor Car Co. of Wash. |
| 10....B... | Runabout..... | Wayne..... | \$2,500 | N..... | J. H. Hartman..... | Commercial Auto Co. |
| 11....B... | Touring..... | Dragon..... | \$2,000 | L M..... | Roger L. Flynn..... | Jewey Garage. |
| 12....C... | Runabout..... | Maxwell..... | \$825 | Z..... | Guy H. Tolman..... | Thomas & Tolman. |
| 13....C... | Runabout..... | Maxwell..... | \$825 | Z..... | John R. Thomas..... | Thomas & Tolman. |
| 14....B... | Touring..... | Maryland..... | \$2,500 | 26..... | John Rife..... | Thomas & Tolman. |
| 15....C... | Runabout..... | Mitchell..... | \$1,000 | E..... | Percy M. Smoot..... | Flynn Motor Car Co. |
| 16....C... | Runabout..... | Mitchell..... | \$1,000 | E..... | James J. Flynn..... | Flynn Motor Car Co. |
| 17....A... | Touring..... | Columbia..... | \$3,000 | 48..... | Otto Jacobi..... | Dupont Garage. |
| 18....A... | Touring..... | Columbia..... | \$3,000 | 48..... | A. Cohen..... | Dupont Garage. |
| 19....B... | Touring..... | Corbin..... | \$2,500 | K..... | M. G. Harrison..... | Dupont Garage. |
| 20....A... | Roadster..... | Columbia..... | \$3,000 | 48..... | C. R. Aldrich..... | C. R. Aldrich. |
| 21....A... | Touring..... | Columbia..... | \$3,000 | 48..... | F. P. Hall..... | F. P. Hall. |
| 22....A... | Touring..... | Columbia..... | \$3,000 | 48..... | T. E. Miller..... | T. E. Miller. |
| 23....C... | Touring..... | Cadillac..... | \$950 | M..... | J. M. Stoddard..... | Cook & Stoddard. |
| 24....B... | Touring..... | Franklin..... | \$2,850 | D..... | F. S. Bliven..... | Cook & Stoddard. |
| 25....B... | Touring..... | Cadillac..... | \$2,000 | G..... | R. Jose..... | Cook & Stoddard. |
| 26....B... | Touring..... | Franklin..... | \$2,800 | D '06..... | J. J. Earley..... | John J. Earley. |
| 27....C... | Touring..... | Buick..... | \$1,250 | F..... | S. A. Luttrell..... | The Luttrell Co. |
| 28....A... | Touring..... | Locomobile..... | \$4,750 | I..... | J. Florida..... | The Luttrell Co. |

Where the Cars Will Assemble!



THE LUTTRELL GARAGE, 1711-1713 FOURTEENTH STREET. THE CARS WILL REMAIN HERE THE NIGHT BEFORE THE TOUR.

MOTOR BOAT RACES HAVE LESSON FOR AUTO CONTESTANTS

Method of Arranging Classes Applicable to Automobiles.

"It strikes me that if the question of sport alone were allowed to enter a little more strongly into automobile racing and automobile contests, they would not only become more popular with the general public, but they would receive more sanction from automobile owners and enthusiasts," said General Manager B. F. Everett of the Wayne Automobile Company in discussing some of the recent criticisms on auto racing.

"I am led to this belief from the methods which obtain in the holding of motor boat races, and I believe that if the rules and regulations governing the holding of auto contests were to follow those used in motor boat racing, the desired results could easily be obtained. By that I mean that a new manner of rating cars and determining handicaps should be inaugurated. For that new manner I would suggest that the cylinder size and capacity be taken as the basis for the rating, just as it is in the motor boat events.

Facts to Be Considered.

"That would mean that the question of weight, the question of stripping the machine, the question of the style of car, and the question of cost would all be eliminated—at least they would be secondary in consideration rather than primary.

"My idea is to divide automobiles into classes according to the cubic inch capacity of the engine and according to the number of cylinders. By so doing it would enable the holding of contests between cars in which neither one would have any handicap over any of the others so far as first principles were concerned. Then a car which sold for \$2,000 might enter against a car which sold for twice that sum and have the same chance of winning.

"This scheme, too, would tend to show the real merits of cars of lesser price as compared with cars of greater price—that is, would tend to show just how much money was necessary to be spent to get a really meritorious car.

"There are a lot of things that would

NEXT WEEK'S CONTEST GLADDENS AUTOIST HEART

(Continued from First Page.)

strangers deserve attention. They offer a wide field for the enterprising auto agent, who should be able to convince those not already in the fold, that there is nothing to it but buy a machine and be the real thing while in these parts. If the Washington agents do not get in on the ground floor, it is more than likely that the prospective purchaser will go back home and there buy an auto as a result of the enthusiasm he acquired in the Capital, which would be a sad blow to some of the Washington talent which needs the money. There is no way for the Washington agents to get their offerings before the public and in the columns with pure reading matter like organizing and taking part in competition of such size and importance that the newspapers will have to take cognizance of them. In that way they will force the performances of their machines on the attention of the reading public and upon those who might be persuaded to buy. The Times has shown the way, and the dealers owe it to themselves to make the sealed bonnet contest a howling success.

have to be considered before this scheme could be put into operation, but it strikes me that a committee of practical men could easily adjust the matter so that a uniform system of rating might be established.

"The framing of such an arrangement as this would greatly increase the number of contests that could be held, particularly in smaller towns, where there are not enough cars to make matches in lots of the classes as they are divided today. For instance, in a certain city there may be ten or twelve different machines that are available for racing or contest touring. Under present conditions it might be wholly impossible to enter all of these cars in any one, or two, or three, or more contests for the reason that each one of them might be in a class of its own.

Fair Handicap Established.

"Under the rating according to cylinder dimension each car could be entered in the same race and a fair handicap figured from the size of the cylinder as a basis.

"It strikes me that this plan when carefully followed out and developed would present a great many pleasant conditions that would tend to increase interest in auto contests. Of course I would consider nothing but a stock car under the arrangements, although a racing class of special cars might be provided for."

OLDSMOBILES

| Model "X" | Model "M" | Model "Z" |
|-----------------------|--------------------------|-----------------------|
| 4-Cylinder, 35 HP. | 4-Cylinder, 40-45 HP. | 6-Cylinder, 60 HP. |
| \$1,900.00 | \$2,750.00 | \$4,200.00 |

Watch record of our car in Times Sealed Bonnet Contest, Tuesday, December 10th.

The Name Oldsmobile Means a car of Quality, Simplicity, and Endurance.

Call at the Salesroom and See Them

John A. Lutz, Agent

14th and R Sts. N. W.

Phone N 5966